COLONIES FOR INSANE.

AN INDUSTRIAL FARM ON LONG ISLAND.

A NEW TREATMENT FOR POOR PATIENTS WHICH THE DEPARTMENT OF CHARITIES IS

ABOUT TO ADOPT. Less than two hours' ride from New-York, on the Long Island Railroad, is the little town of Islip, where the city is preparing a home for the insane poor. The road passes through the pretty and growing towns in which so many New-York people make their summer homes, and at this season of the year the foliage is dyed with all the varying shades, from the bright cardinal of the summen to the soft golden yellow of the maple. Beyond prairie covered with a light growth of scrub-oak and pins. The soil is the light leam sand gravel which Long Island farmers have made so fruitful for New-York markets, but the country is almost wild. It is the hunting ground of Long Island. Only a few New-Yorkers know of the several hundred deer which roam there in a wild state, unrestricted by fences, so near the largest city of the continent. For ten days of the year those who

mly supported by Dr. Simmons and Commissioner man. It was some time before the plans took definite se. The land was secured in September, 1885, but it vas not until a year ago that the Department, with the aid of Mayor Hewitt, who also became interested in

Dr. A. E. MacDonald, the general superintendent of the istitutions for the insane of the city, had been in accord ith this plan from the first. The work has been done der his direction, and his experience in the treatment of same patients has shaped largely the whole enterprise. see. In Germany. There a few cottages were erected the main buildings, and the patients who were d in them under a less direct surveillance were found ecome much more tractable and contented. With t modifications this idea has been adopted in other tients. While the Scherbitz idea has been adopted the Islip Farm, the methods belong entirely to the partment of Charity. The farm, or the colony, as it

list colony is new approaching completion, and weeks the pioneers for it will be removed from ranged in three groups or pavilions, so placed as to rm a crescent. Each group includes a dormitory 88x25 ct. attendants' rooms, single rooms for patients, and an

sible the regulation asylum appearance, and to give buildings a home-like air. Each community will OUR ELEGANT RETAIL STORE have its own workshops and amusement hall. A system away the sewage to a tank a quarter of a mile from the houses, where it will be filtered through charcoal and distributed into the soil of the farm by a process of sub-irrigation. The engines, which pump the water and the fire which provides the heat will furnish the power and light for the electric lamps in each building. In addition to the homes of the patients, are a stable, a laundry, storchouse, engine-house, and the administration building. The last is a two-story cottage at the north entrance to the grounds, in which the superintendent and his medical

The buildings have been built from designs by Frederick The buildings have been built from designs by Frederick C. Withers, of Withers & Dickson, architects, and the general arrangement of the grounds was planned by George E. Radford, the civil engineer of the firm of Radford & Vaux, landscape architects. A sum of nearly \$200,000 was appropriated this year for beginning the work on the grounds, and \$250,000 more has been asked for by the department, to continue the work next year. The buildings of the first colony, which will be finished this fall, will accomposed to 200 nations. They will occur but he ings of the first colony, which will be finished this fall, will accommodate 300 patients. They will occupy but a small portion of the large tract of the farm, and the work on a new colony of a like number of buildings will begin in the spring west of the present one, and to the west of Carleton-ave., the road which runs from Islip through the centre of the farm. The heating and power plant of the present colony can be extended at a small cost, and will do quite as well for several colonies the same work that it does for one. Additional colonies may be added in the future, as the success of the enterprise or needs of the Department are thought by the commissioners to require.

Mon of furnishing, will be occupied by thirty-five able-bodied men who can do general work, and by the time they have become settled in their home the other groups of buildings will be in shape for a fresh detachment. first colony will be colonists and ploneers in a large appli-cation of these words. Among the patients at Ward's Island are farmers, mechanics, gardeners and representa-tives of nearly all trades and employments. Most of these patients can work for a portion of the day and derive great pleasure from being employed in such work as they are familiar with. Their skill will be employed under proper direction in gradually clearing the land about the buildings, turning it to agriculture, raising fruit, vegeta-lies and the necessaries of life which can be produced from the soil, and in converting the grounds around the build-

ings into gardens and a park.

Dr. Mac Donald, in speaking of the scope of the project

Dr. Mac Donald, in speaking of the scope of the project last week, said:

"It is, first of all, the most rational and natural way of caring for the insune, but a way which is not practical in a large city where space is limited and patients are going and coming continually. But apart from that, it will prove, I think, the most economical way of earling for a large number of patients satisfactorily. The care and treatment of the insune is one of the problems of modern society.

Here the first outlay although large is not leaves than there the first outlay, although large, is not larger than the cost of erecting one of those great, many-storied structures which form the modern asylum. The contrast between one of those and these groups of cottages speaks between one of those and these groups of cottages speaks for itself. In the cottages the patient may forget that he is under restraint. The danger from fire or panic is reduced to a minimum. He is interesting himself with his work and is at the same time doing something which will lessen the cost of his support to the city. Much of his own food he will raise; make a portion of his own clothing, and the intellect which still remains will be directed toward making attractive his home."

"But it is not the nurses of the Department to see

"But it is not the purpose of the Department to remove all their patients to the farm?"

"That is not intended, nor would it be practical.

Many insane patients are only under restraint for a short time, and it would not be desirable to take them where they would be at a distance from their friends. On the they would be at a distance from their friends. On the farm those patients who are not expected to recover their reason, but who are in other respects healthy, will have a community of their own. The colony which is now ready will accommodate 300 patients; 300 more may be provided for in the one that will probably be built next year. This will be a great relief to the overcrowded buildings on the islands and will enable us to give the patients there better accommodations."

Commissioner Resear to meaking of the farm said that

ment in which he felt more interested. From the first, he was pleased with the plan, and believes that the methods of treatment which would be developed by this seem would revolutionize the treatment of the insanc. Simmons, as a physician, commends the work, and omas S. Brennan, whose long experience as a com-sioner has made him familiar with all classes of pa-nts, says that nothing has ever been done by the

the contracts awarded to the lowest bidders. The contractors who have done most of the work are Joseph Moore and W. S. Velser, who have the buildings; Alex ander Reed, the bollers; Rutzer & Biske, the sicam-heat-ing, and George Cody, the plumbing. The Central branch of the Long Island Railroad runs along the northern end of the grounds, and a switch from it will enable the supplies that are needed from the city and the patients themselves to be landed at the doors of their homes.

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ing power.

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per day per capita?

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expense of women; the true evolutionist conclusion.

expense of women; the free evolutionist conclusion.

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evitable; specific intestations of the sevitable; specific intestations of the seview of the present social unrest.

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ARIZONA Tuesday, October 30, noon.
WISCONSIN Tüesday, November 30, 10 m.
NEVADA Tuesday, November 20, 530 a. m.
NEVADA Tuesday, November 20, 530 a. m.
WYOMING Tuesday, November 20, 530 a. m.
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LOST AR LINE

DED STAR LINE

RED STAR LINE.

Salling from New York and Antwerp weekly a. m. WAESLAND Saturday, November 3, 1230 a. m. Cabin rates: First Cabin, 850 and upwards, Xcursdon, 8100 and upwards, Second Cabin, 840. Excurse, 872 and

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Devonta, Nov. 3, 4 p. m. Furnessis Nov. 17, 4 p. m.

Circassia, Nov. 10, 10 a. m. Ethiopis Nov. 24, 8 a. m.

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CITY OF PAIA sails Thursday, November I, noon.
From San Francisco, Iss and Brannan sta.
For China and Japan.
CITY OF SIDNEY Sails Saturday, Nov. 17, 3 p. m.
For freight, passage and general information apply at
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INMAN LINE U.S. and Royal Mad Steamers
FOR QUEENSTOWN AND LIVE POOL
From Pier 48, North River, foot of Chistopher-st.
ITY OF BERLIN. Saturday, November 3, 5 a. m.
ITY OF CHISTER. Saturday, Nov. 10, 10:30 a. m.
ITY OF CHISTER. Saturday, Nov. 21, 6:30 a. m.
ITY OF CHISTER. Saturday, Nov. 21, 6:30 a. m.
ITY OF NEW YORK. Wednesday, Nov. 21, 6:30 a. m.
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Pier 41, North Prer, foot of Canalist, at 6 P. M. daily
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Now Scambeat Express, with reclining chair cars, at
5:30 a.m., arrives Roston 6:30 a. m.; a later Express at
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Boats leave for Catskill and the intermediate landins daily for STUYVESANT and NEW-BALTIMORE
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All from foot of Jay-st., NORTH RIVER, at 6 p. m.

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Fares reduced. To Boston, 83; Worcester, \$2.50. Corresponding reduction to all philis Fast. Steamers leave Fler 40, North River, foot all Waters in the principle of the control of the con

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West 42d.st., 7.50 a. m.; Jay-st., 7.35 a. m., for Middietown, Fallsburg, Monticello, Liberty, Walton, Delhi,
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Detroit, Chicago,
West 42d.st., 4:10 p. m.; Jay-st., 3:55 p. m., for Waltkill Valley stations, Lakes Mohonik, Minnewasks, Middletown, Bloomingburg, Ellenville, Mt. Date, Monticello,
Fallsburg, Liberty, White Lake, Rockland,
West 42d.st., 6:25 p. m.; Jay-st., 6:10 p. m., daily for
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ONLY LINE RUNNING PULLMAN SLEEPING CARS
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Other trains daily except Sundays,
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SHORE LINE-ALL RAIL ROUTE-FOR Boston, Newport and the East, Express leaves Grand Central Station at 10.00 a. m. and 1:00 p. m. for Newport, Providence and Boston. 5:00 p. m. Limited Express for Providence and Boston. 11:30 p. m. Night Express for Newport, Providence, Boston-daily. Platec Parior Cars of Sieeping Cars to destination. Dining car on 5 p. m.

CENTRAL RAIROAD OF NEW-JERSEY.

CENTRAL RAIROAD OF NEW-JERSEY.

FOOT OF LIBERY STREET, NORTH RIVER.

1:00 a. m. for pton. Bethichem, Allentown. Mauch
Chunk, Reading, Frisburg, ste.

5:45 a. m. for pton. Bethichem and Allentown.

7:00 a. m. for kennington, Lake Hopatcong, Easton,
8:30 a. m. fork.
town. Mauch Ch. Flemington, Lake Hopatcong, Easton,
Bethichem, Allentoburg, Fottsville, Tamaqua, Shamokin,
ton. Reading, burg, Williamsport,
Sunbury, for flemington, Harrisburg, etc.

Mauch Chur Reading, Harrisburg, etc.

Mauch Chur Reading, Harrisburg, etc.

1:30 p. for Easton, Bethichem, Allentown, Mauch
Chunk, Wyesbarre, Scranton, Tamaqua, Shamokin,

4:30 p. for Easton, Bethichem, Allentown, Mauch
Chunk, Wyesbarre, Scranton, Tamaqua, Shamokin,

5:00 d. 5:30 p. m. for Somerville and Flemington,

5:00 d. 5:30 p. m. for Somerville and Flemington,

6:45/c. m. for Easton, Bethichem, Allentown, Mauch
Chunk Reading, Harrisburg, etc. On Sundays as 5:20

D. D. 15, 11:15 a. m., 1, 4, 4:30, 6:15 p. m.; Sundays,

At a. m., 1 p. m. for Ariantic Ciri. Vinesand, 4. 6, 8:15, 10:30, 11:15 a. m., 1. 4, 4:30, 5:30, 6:15, m. Sundaya, 4, 0 a. m. for Perth Amboy.

SANDY HOOK ROUTE.

For Atlantic Highlands, Highland Beach, Seabright, tonmouth Beach, Long Branch, Lakewood, Toms River and Barnegat at 3:45 p. m.

SHORTEST AND QUICKEST ROUTE

FOR PHILADELPHIA.

LEHIGH VALLEY RAILROAD. PASSENGER TRAINS leave foot of Cortlands and esbrosses sts. as follows:
6:50 a. m. for Catasauqua and intermediate points.
8 a. m. for Geneva, Lyons, Elmira, Rochester, Buffale dt the West, and principal local points. Chair car to impra. and the West, and principal local points. Chair car to Elmira.

1 p. m. for Tunkhannock and intermediate points. Chair car to Tunkhannock. Connection to Reading and Harrisburg.

3:40 p. m. for Pittston and principal intermediate points. Chair car to L. and B. Junction.

5:40 p. m. for Mauch Chunk and intermediate points. Connection to Reading and Harrisburg. Chair car to Mauch Chunk.

7 p. m. for Genevs. Lyons. Elmira. Rochester. Buffalo and the West. Pullmap sleeper to Lyons.

3:15 p. m. for Laurays and intermediate points.

Trains leaving at 8 s. m., 1 p. m. and 3:40 p. m. connect for all points in Mahmop and Harleton coal regions.

Sunday Trains.

8 a. m. for Mauch Chunk, Harleton and intermediate points.

12 hight.

1.2 hight.

Newark and Paterson, via Newark—5.45, 0.50, 8, 8.30, 10 11.39 a.m.; 2, 3.30, 4.20, 4.50, 5.20, 5.50, 6.20, 7.30, 10 p.m.; 12 night.

Sundays, 9 a.m.; 3.2 hight.

Sundays, 9 a.m.; 3.30, 8.10, 6.40, 7.30, 9, 10.30 a.m.; 1.3, 4, 4.30, 5.530, 6.20, p.m.; 12 night.

Also to Ridgewood, 8.30 a.m.; 5.20 p.m.; 12 night.

Also to Ridgewood, 8.30 a.m.; 5.20 p.m.; 12 night.

Also to Ridgewood, 8.30 a.m.; 5.20 p.m.; 12 night.

Also to Ridgewood, 8.30 a.m.; 5.20 p.m.; 1.3, 4, 4.30, 5.30, 10.30 a.m.; 1.43, 4.30, 10.30 a.m.; 1.43, 4.45, 8.30, 10.30 a.m.; 1.43, 4.30, 10.30 a.m.; 1.45, 5.0, m.

Warder, Also to Ridgewood, 8.30 a.m.; 1.40, 5.30, p.m.

Wardek—Week days, 4.45, 9, 10.30 a.m.; 1.430, 5.30, p.m.

Goshen—4.45, 7.50, 9, 10.30 a.m.; 1, 3.30, 4.30, 5.30, 7.30, 9 p.m. Sundays, 9 a.m.

Middletown and Port Jervis—4.45, 7.50, 9, 10.30 a.m.; 3.30, 4.30, 5.30, a.m.; 5.630, 9 p.m.

Middletown and Port Jervis—4.45, 7.50, 9, 10.30 a.m.; 3.30, 4.30, 5.30, a.m.; 5.630, 9 p.m.

Express trains from the West arrive in New York at 7.05, 11.50 a.m., and 10.20 p.m.

W. J. MURPHIY.

Gen'l Sup't.

General Passenger Agent.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.

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Cent. Vermont line.

"9:50 a. m., FAMOUS VESTIBULED AND STEAM
HEATED CHICAGO AND ST. LOUIS LIMITED,
composed exclusively of buffet smoking-car, dining-car,
drawing-room and sleeping cars for Albany, Utjex, Syracuse, Rochester, Buffalo, Ningara Falls, Erle, Cleveland,
Indinanpoits and Toledo, arriving at Chicago at 9:50 a. m.,
8t. Louis 7:40 p. m. next day.
Connects at Albany for Cooperstown.

10:30 a. m., Chicago Express for Niagara Falls, Teronto, Cleveland, Cinetinant, Indinanpolis, Detroit and
Chicago; also for Cooperstown and North Adams; drawingroom cars to Canandaigua and Rochester.

11:30 a. m., Western New-York and Northern Express,
for Saratoga, Lake George, Rutland. Bennington, North
Adams, &c. Drawing-room cars to Troy.

3:30 p. m., Albany, Troy and Utica Special, with drawing-room cars to Albany and Troy.

"4 p. m., Accommodation to Albany and Troy Connects
for Williamstown, North Adams, and Intermediate points
on Fitchburg R. R.

"4 6 p. m., Fast Chicago, Cincinnati and St. Louis Express for Niagara Falls, Buffalo, Suspension Brize, Toronto and Cleveland, Cincinnati Indiananolis, St. Louis,
Detroit and Chicago, with vestibuted and steam heated
steeping and dining cars.

"16:30 p. m., Montreal and Canandaigua Express daily.
Sieeping-cars to Montreal, via Rouse's Point, and via
St. Albans, also Ostawa, via St. Albans, and Canada
Atlantic Railway, and to Syracuse and Canandaigua daily
except Sunday Sunday train does not run west of Albany.

"9 p. m., Special Siceper, arrives Rochester, Buffalo, Niagara Falls, Toronto, Cleveland, Cincinnati, Indianapolis, St. Louis, Decroit and Chicago, with sleepingcars to Albany, and to Syracuse and Canandaigua daily
except Sunday, Sunday train does not run west of Albany.

"10 minght, for Saratogan. Writerial and Shebas, and
Natara Falls, Toronto, Cleveland, Cincinnati, Indianapolis, St. Lo

General Superintendent. General Passenger Agent.

PENNSYLVANIA RAILROAD.
On and after OCTOBER 28th, 1888.
GRAND TRUNK LINE
AND UNITED STATES MAIL ROUTE.

Trains leave New-York, via Desbrosses and Cortlands Streets Ferries, as follows:
Harrisburg, Pittsburg and the West, with Pullman Palace Cars attached, 9:00 a. m., 6:30 (Dining Car) and 5 p. m. daily. New-York and Chicage Limited of Farlor, Dining, Smoking and Sieeping Vestibuled Cars at 9:00 a. m. every day.

Williamsport, Lock Haven, 9:00 a. m., 8:00 p. m.; Corry and Eric at 8:00 p. m., connecting at Corry for Titus-ville and the Oil Regions.
For Lebanon, 9:00 a. m., 3:20 p. m., and 12:15 night.
For Norristown, Phoenixville, Pottstown and Reading, 11:00 a. m., 1:00, 2:00 and 4:00 p. m. Saturday's only, 8:00 p. m. Sundays, 6:15 and 10:00 a. m. axurday's only, 8:00 p. m. Sundays, 6:15 and 10:00 a. m. land maington Express' of Pullman Parior Cars daily, except Sunday, 10:00 a. m.; arrive Washington at Cars and daily, with Dining Car, at 3:40 p. m., arrive Washington 1:12 p. m.; regular at 6:20, 8:00 and 8:38 a. m., 1:00, 2:00, 4:30 and 9:00 p. m., and 12:15 night.

For Attantic City and Cape May, 1:00 n. m. week days. Long Branch. Bay Head Junction and intermediate stations, via. Haway and meeting and horrold Railrond, 8:00 p. m. daily; via. Baitimere and Bay Line, 4:30 p. m. week days.

Boats of "Brooklyn Annex" connect with all through trains at Jersey City, afording a speedy and direct transfer for Brooklyn Cars.

FOR PHILADELPHIA.

FOR PHILADELPHIA.

Express trains leave New York, via Desbrosses and Cortinant Streets Ferries, as follows:

6:20, 7:20, 8:9 to Chicago Limited, with Dining Car, and 10 Washington Limited, and 11 00 a.m., 12:20, 1:00, 2:00, 3:20, 4.4:30, 5:00, 6:00, 6:30, 8:00 and 9:00 p.m., and 12:15 hight. Accommodation, 8:30 and 11:10 a.m., 4:40 and 7:00 p.m. Sundays Express, 6:15, 9:00 to Limited, and 10 a.m., 4.4.30, 5, 6, 6:30, 8.30 and 9:p.m., and 12:15 bight. Accommodation, 7 p.m. Trains leaving New-York daily, except Sunday, 48, 9 and 11:10 a.m., 1, 2, 4, 5, 8 p.m., and 10 a.m., and 6 p.m. on Sunday, connect at Trenton for Camdon. Ticket Offices, Nos. 1, 433, 843 and 94 Broadway, 1 Aster House, and foot of Desbrosses and Cortinant stat. From the State of Sunday of the Station, foot of Fulton-st., Broadway, 1 Aster House, and Sersey City; Emigrant Ticket Office, Castle Garden.

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General Manager.

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